



Strategic Regional Arterial

ILLINOIS ROUTE 1

County Line Road to 159th Street

ILLINOIS ROUTE 394

Goodenow Road to U.S. Route 30

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OPERATION GREENLIGHT

Illinois Department of Transportation

Executive Summary

Since the early 1970's, development patterns have reflected a significant migration of people and employment from the City of Chicago to the surrounding suburbs. Though the region's population grew by only 4% during that period, the urbanized area increased by approximately 70%. The new development brought with it dramatically different travel patterns. While the principal transportation systems were designed to efficiently handle traditional suburb-to-city commuting patterns, significant growth occurred in suburb-to-suburb travel. These new travel demands overwhelmed the capacity of many of the region's expressways and arterial streets, causing traffic to spill over into adjacent neighborhoods as drivers sought to avoid congestion. Despite significant investments in transportation improvements over the last two decades, traffic congestion in the Chicago region has increased steadily.

Regional population and employment forecasts imply that even more difficult challenges lie ahead. NIPC has estimated that the region's population will increase as much as 24% between 1990 and 2020 which is four times the growth rate experienced between 1970 and 1990. Employment is expected to increase as much as 37% over the same period. Though growth will continue in the suburbs, significant infill growth is expected to occur in the City of Chicago and inner-ring suburbs as well. If the region's economic vitality and quality of life is to be preserved in the face of this expansion, significant improvements to transportation mobility must be achieved.

Transportation planning agencies have recognized that needed mobility improvements cannot be achieved solely through expansion of the region's expressway system. Thus, they are planning the creation of the Strategic Regional Arterial (SRA) system which is a comprehensive network of 1,390 miles of existing arterial highways in Northeastern Illinois. The SRA system is intended to supplement existing and proposed expressway facilities in accommodating long-distance, high volume automobile and commercial vehicle traffic. In order to meet the objectives of the SRA system, it will be necessary to transform the historic context of these arterial highways to one which emphasizes traffic mobility while still accommodating land access needs.

This report summarizes a planning study conducted for rural and suburban areas of Illinois Route 1 and Illinois Route 394. The rural portion of the Illinois Route 1 and Illinois Route 394 study extends from the Kankakee/Will County Line to the Will/Cook County Line. The suburban section for Illinois Route 1 then continues north to 159th Street (U.S. Route 6) and for Illinois Route 394 extends north to U.S. Route 30 (Lincoln Highway). The study developed a conceptual improvement plan which, when implemented, will improve transportation mobility along the corridor. The study

is considered a “pre-Phase I” study, since it may be a number of years before the SRA improvements can be realized. Before constructing these improvements, detailed Phase I engineering and environmental studies as well as Phase II design activities must still be completed. The concept plan is primarily intended to serve as a guide for land use and access decisions that will be made along the route between now and when an SRA improvement could actually be constructed. It is hoped that the long-range SRA plan for this route will be used by local agencies in their land use planning activities. Only with the support of the communities through which the Illinois Route 1 and Illinois Route 394 corridor passes through can the ultimate improvement plan be realized.

The Illinois Route 1 SRA corridor was divided into six segments for the purposes of this study, and the Illinois Route 394 corridor is contained in one segment. Following is a summary of the major improvement recommendations within each segment.

Segment 1: Illinois Route 1 - Kankakee/Will County Line to Goodenow Road

- Future improvements for this portion of Illinois Route 1 are being studied separately by the Illinois Department of Transportation.

Segment 2: Illinois Route 1 - Goodenow Road to Richton Road

- Widen Illinois Route 1 to provide two 12-foot travel lanes in each direction separated by a 12-foot flush median between Illinois Route 394 and Burrville Road and again from Fifth Street to Richton Road.
- Acquire up to 17 feet of right-of-way on the east and west sides of Illinois Route 1 south of Burrville Road and again between Fifth Street and Richton Road.
- Widen the existing underpass of the Union Pacific Railroad just south of Richton Road.
- Side street improvements are recommended at specific locations.
- Traffic signal coordination is recommended.

Segment 3: Illinois Route 1 - Richton Road to 16th Place

- Maintain the Illinois Department of Transportation’s recent design with two travel lanes in each direction with a flush median.
- Between 26th Street and 16th Place, an option is being considered to change the flush median to a barrier median thereby limiting access to specific locations.
- Side street improvements are recommended at specific locations.
- Traffic signal coordination is recommended.

Segment 4: Illinois Route 1 - 16th Place to Parkside Avenue

- Widen Illinois Route 1 to provide two 12-foot travel lanes in each direction with a 12-foot flush median.
- Maintain the Illinois Department of Transportation's recent design with two travel lanes in each direction with a flush median.
- Side street improvements are recommended at specific locations.
- Traffic signal coordination is recommended.

Segment 5: Illinois Route 1 - Parkside Avenue to Ridge Road

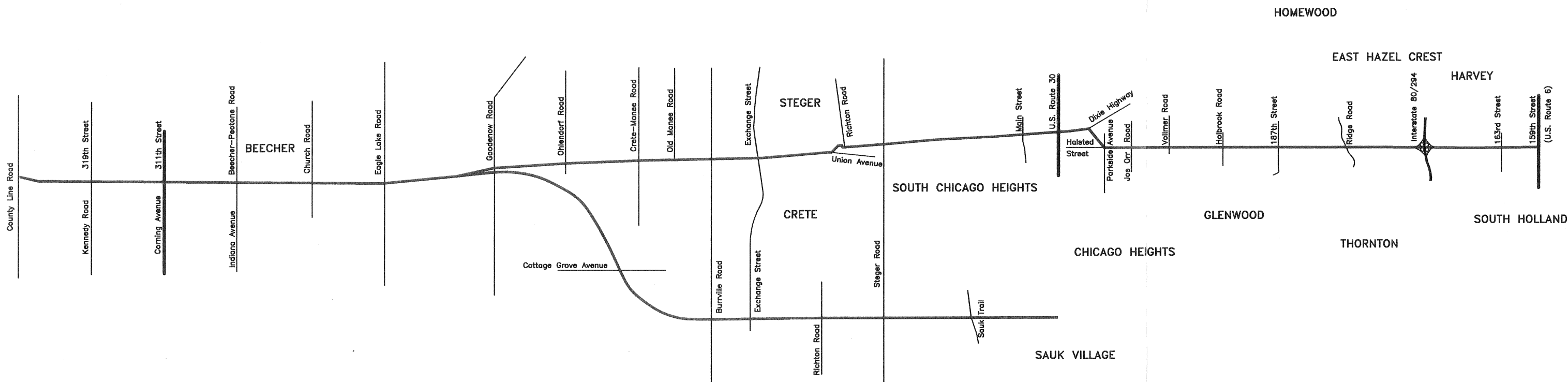
- Maintain two travel lanes in each direction and provide a flush painted median north of Joe Orr to Ridge Road.
- Construct a cul-de-sac for the termination of Parkside Avenue west of the Illinois Route 1 intersection.
- Side street improvements are recommended at specific locations.
- Traffic signal coordination is recommended.

Segment 6: Illinois Route 1 - Ridge Road to 159th Street (U.S. Route 6)

- Maintain existing roadway cross-section.
- Maintain existing access.
- Acquire 8.5 feet of right-of-way east and west of Illinois Route 1 to accommodate sidewalks.
- Side street improvements are recommended at specific locations.
- Traffic signal coordination is recommended.

Segment 7: Illinois Route 394 - Goodenow Road to U.S. Route 30 (Lincoln Highway)

- Future improvements for this portion of Illinois Route 1 are being studied separately by the Illinois Department of Transportation.



LEGEND

- SRA ROUTE
- OTHER CROSSING ROUTES
- OTHER SRA ROUTES